





Today's  
Advertisements.

## VICTORIA RECREATION CLUB.

## ANNUAL AQUATIC SPORTS.

TO-MORROW, WEDNESDAY  
and THURSDAY, 6th, 7th, 8th September, 1898.  
Commencing at 4.45 P.M. on each day.  
THE Committee request the pleasure of the  
Company of the Ladies of Hongkong in the  
enclosure of the BATH HOUSE, on  
THURSDAY, the 8th instant, on the occasion of  
the ANNUAL AQUATIC SPORTS.  
ADMISSION for NON-MEMBERS, each  
day, 50 Cents; Soldiers and Children Half-price.

W. S. BAILEY,  
Attending Secretary.  
Hongkong, 5th September, 1898. [1060]

## BY ORDER OF THE MORTGAGEE.

MR. G. P. LAMBERT has received instructions from the Mortgagee to sell by PUBLIC AUCTION, on the premises

TUESDAY, the 20th September, 1898, at 3 P.M.

ALL THAT valuable leasehold property situated at Victoria Hongkong and registered in the Land Office as SECTION E OF INLAND LOT NO. 103.

The property is held for the residue of a term of 75 years from the 26th June, 1843 and for a further term of 92 years from the expiry of the said term of 75 years at the appraised Crown Rent of \$10.

Particulars and conditions of sale may be obtained from

Messrs. DEACON & HASTINGS,  
35, Queen's Road,  
Victoria's Solicitors,  
and from the Auctioneer.

Hongkong, 5th September, 1898. [1065]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Company's Steamship

## "SUISANG."

Captain G. Payne, will be despatched as above on SATURDAY, the 10th instant, at Noon.

For Freight or Passage, apply to  
J. R. H. MATHESON & Co.,  
General Managers.

Hongkong, 5th September, 1898. [1064]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## (UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

## STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, MASSAUA, SUEZ, PORT SAID, FUME AND ROME.

(Taking Cargo at through rates to SOUTH AFRICA, CALCUTTA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND AFRICAN PORTS).

## THE Company's Steamship

## "GISELA."

Captain F. Meyer, will be despatched as above on TUESDAY, the 13th instant, P.M.

Six and Valuable are transhipped on arrival at Bombay into an accelerated liner.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co.,  
Agents.

Hongkong, 5th September, 1898. [1063]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

## FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Company's Steamship

## "SUISANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon of the 6th instant will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 5th September, 1898. [1062]

## Intimations.

## DAKIN, CRICKSHANK &amp; COMPANY,

## VICTORIA DISPENSARY, HONGKONG.

## AERATED WATERS.

## SIMPLE AERATED WATER.

## SODA WATER.

## LIMONADE.

## GINGER ALE.

## SARSAPARILLA.

## RASPBERRYADE, &amp;c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufacturers.

Special terms to HOTELS, CLUBS, MESSERS and other Large Consumers.

My complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [130]

## AN APPEAL.

## THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiress will also be most grateful for any FANCY, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 2nd April, 1893. [140]

## Intimation.



## A. S. WATSON &amp; CO., LIMITED.

## MANUFACTURERS OF

## AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

The PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.C.B., D.C.L., F.R.S., F.C.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

During the Summer Months, all AERATED WATERS should be kept in a cool place, preferably in an ICE CHEST or REFRIGERATOR, until required for use. The Bottles should be stored with the necks downward so that the corks are covered by the water. This will prevent an escape of gas taking place and rendering the waters more or less flat.

## A. S. WATSON &amp; CO., LTD.

## THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 5th September, 1898. [7]

## BIRTHS.

At Kulling, on the 22nd August, the wife of J. T. GREEN, I.M. Customs, Hongkong, of a son.

At No. 14, Minghong Road, Shanghai, on the 24th of August, 1898, the wife of F. A. M. D'ALMEIDA, of a son.

At Old Ningpo Wharf, Shanghai, on the 21st of August, 1898, the wife of GUY D. B. EDWELL, of a son.

At Shanghai, on the 25th of August, 1898, the wife of PAUL O'BRIEN TIGON, of a daughter.

At 22A, Miller Road, Shanghai, on the 27th August, 1898, the wife of J. H. JONES, of a daughter.

## DEATH.

On the 16th August, 1898, Nagasaki, VALENTINE, the beloved son of Harry and Nellie Manning; aged 17 years.

## The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 5, 1898.

## NOTES AND COMMENTS.

In another column we reproduce the main facts set forth in the half-yearly report of the Director of Public Works, as published in Saturday's *Gazette*. It is certainly a great credit to the department over which Mr. ORMSBY presides that the report has been prepared and published so soon after the end of the half year with which it deals. Could not the other departments be prevailed upon to follow the example set them by the Public Works and issue half-yearly reports, bringing them out promptly at the expiration of the period under review? We believe that such a course would be the means of saving much dissatisfaction and grumbling and would obviate the necessity of constant enquiries as to what is being done and how matters in which the public take an interest are progressing.

The report in question is very full and particularly clear; embracing the whole of the work on which the department has been engaged this year and showing most satisfactory progress. The announcement that we are to become possessed of a steam roller and stone-crushing machines, by means of which the roads will be repaired with greater rapidity, is welcome and we are pleased to note that by the use of gneiss the sloppy state of the roads can be remedied to a great extent. We trust that Mr. ORMSBY will succeed in obtaining his new machinery, as the length of time taken to repair a small section of road hitherto has been the cause of much inconvenience to the public and has interrupted traffic to a great extent. The introduction of modern road-mending appliances will doubtless also tend to our roads partaking of a more lasting character and requiring fewer repairs than at present.

The progress of the Jubilee Road as set forth in the report is satisfactory as far as it goes, but at the

same time we consider that the authorities concerned might move a little faster and push the work ahead. The public are anxiously awaiting the opportunity of seeing for themselves that the real work of the road has been taken in hand. Traces and surveys are no doubt indispensable and very necessary, but the general opinion on such matters appears to be that a commencement could be made before the whole of the surveys were completed.

Another point which strikes us is that there is no mention made in the report of the Jubilee Hospital and Training Institute. This is a great pity, as the public have for some considerable time been left completely in the dark as to whether any plans have been framed or suggestions put forward in connection with the building. Has anything transpired since the project for the purchase of "Cragburn" fell through, and if not, what is the reason of the delay?

A day or two back a case came before the Police Magistrate in which a European was very heavily fined for carrying arms without a permit, but we were pleased to note that the fine was afterwards considerably reduced. We have heard a deal of comment upon the subject of late; and the general opinion appears to be divided as to the law relating to the carrying of arms. From what we have been able to gather it is not customary for our local sportsmen to take out gun licences, as most of their shooting is done without the boundaries of the colony. In Chinese territory, where a permit to carry arms is not needed. Even if this be the case the sportsmen must we presume carry their arms to and fro from the launch to their houses and yet we never hear of a party of sportsmen being hailed before the Police Magistrate and charged with carrying arms without licences.

We have heard it argued that the law against licences to carry arms is aimed at numerous undesirable characters that infest the Colony and was framed solely for their benefit. European sportsmen being presumably free to come and go with their guns, rifles or revolvers as they pleased. Indeed we have ourselves seen guns carried openly about the streets by very many persons and have in no instance seen any interference on the part of the police.

In Saturday's *Gazette* we notice that a list of persons licensed to shoot and take game within the Colony is published and we should like to ask if the persons named in that list are the only ones entitled to carry firearms amongst our civilian population? If this is the case then we fear that many persons in Hongkong are unwittingly transgressing the law and are rendering themselves liable to fines for carrying arms without permits, for the list only comprises seventeen names, of which one is Chinese, five are Portuguese and the balance apparently British. If this is a true return of our Hongkong sportsmen then their numbers must have sadly diminished of late, for we miss the names of many local Nimrods who were in the habit of talking about the big bags that they had made last season.

The point that apparently requires making clear in the interests of our local sportsmen is whether the law regarding the carrying of firearms is applicable to all classes of society, Europeans included, or whether it is only intended to be enforced in the case of undesirable characters and irresponsible persons. It appears strange that one man should be able to parade the streets carrying a fowling piece and another be arrested and fined for removing his weapon from the gunsmith's shop to his home. Can it be that the Police wink at the carrying of arms by Europeans in certain cases?

## REUTERS' MESSAGES.

## THE DREYFUS CASE.

LONDON, September 2nd.

The suicide of Col. Henry, coupled with the distrust and resentment evoked by the Tsar's manifesto, is distracting France almost to a dangerous degree. Even the Military organs admit the necessity for re-opening the Dreyfus Case, which is likely to involve the losing of violent political passions.

## BETTING ON THE LEGISLATION.

1 to 2 against Jeddah.

100 " 12 " Dien Doan.

100 " 12 " Wild Flower and Ninas.

100 " 6 " Dierack.

100 " 1 " Batt and Danlop.

25 " 1 " Phoon and Wintage.

33 " 1 " Passer.

## ANOTHER FREE PORT IN CHINA.

The German Consul courteously informs us that according to a telegram received from the Governor of Kiauchow, that place was opened to traffic on the 2nd inst. as a free port.

## WEATHER REPORT.

The Observatory report to-day says:—On the 4th at 11.40 a.m. the barometer has risen slightly on the China coast. Pressure is normal on the E. coast, and high over the S. coast and N. part of the China Sea. Gradients slight generally. FORECAST:—Light or moderate S.W. winds; showery.

On the 5th at 11.40 a.m. The barometer has risen in the Sea of Japan, and is little changed elsewhere. Pressure remains high on the S. coast of China and normal on the E. coast. Gradients slight generally. FORECAST:—Light or moderate S.W. winds; fair.

## LOCAL AND GENERAL.

"INQUIRY" letter should have been sent to the *Daily Press* and not to us.

TWENTY-EIGHT day's goal was awarded a coolie who stole a pair of trousers from a woman.

A JUNK master was to-day fined \$15 or six weeks for the illicit possession of one tael of opium.

DISORDERLY conduct at the Navy Yard to-day resulted in a coolie being fined \$7, in default 28 days in goal.

MARQUIS ITO arrived at Seoul on the 24th ult., and was received in audience by His Majesty the King of Korea.

A CHINESE deckhand who stole two tins of paint from the steamer *Michael Tobiasen* went in for forty-two days this morning.

THE V. R. C. Aquatic Sports which takes place to-morrow, Wednesday and Thursday will commence at 4.45 p.m. on each day.

Two months' goal was given a Celestial tough to-day for stealing from a woman two gold mounted bangles—just one moon per bangle.

The Commandant of the Hongkong Volunteers is pleased to announce that the grant for the purpose of holding the annual camp will be sanctioned and that the camp will be held sometime in October.

We are sorry we are not able to insert "G's" letter. "G" had better write direct to the "fellow" in question. We presume he knows who he is, or else his threat to report to the Police is not of much value.

A SAILOR belonging to the *Cragburn* stole a jacket and other things belonging to an inmate of the Sailors' Home and the briny ocean will not trouble him for the next two months. He had two "priors" against his name.

A VOLUNTEER Picnic Concert is being arranged for Saturday evening. From the list of talent already booked we anticipate a very superior programme will be presented. Particulars will be advertised in to-morrow's issue.

MR. C. Plumb aired his troubles with his ricksha coolie at the Central to-day. The fellow disobeyed orders and then used "language." He claimed that his employer had assaulted him but Capt. Hastings found him in fault and imposed a penalty of \$1 or ten days.

It is stated, on very reliable authority, that an agreement has been concluded between the French and Chinese Governments whereby the former are to be allowed to use the docks and arsenal at Foochow for the purpose of carrying out repairs to the ships of their fleet.—N. C. *Daily News*.

MESSRS. Liljens, Einstmann & Co. the General Agents of the Great Eastern and Caledonian Gold Mining Company Limited have received the following telegram from the mines:—

"Eastern shaft, rich gold. Struck a good body of ore in Caledonian, Zulu, and Rise and Shine shafts. Very good signs."

THE Japanese Authorities have received a telegram from Taihoku, dated 24th ult., stating that about 300 rebels from the northern part of Formosa marched in a body to the Taihoku Kencho on the 23rd and begged to be pardoned. Another lot of about 300 was expected the next day. No more trouble is looked for in that part of the southernmost island.

We regret to state that the 27-year old son of Mr. Manning, who was bitten by a mad dog at Yangtsepo on the 2nd ult., died yesterday morning at Nagasaki, where he had been taken for treatment at the Pastern Institute. We are sure that everyone will sympathize with the bereaved parents in their affliction. This makes the second death from the effects of the bite of the same dog, a native boy who was bitten having died on Monday last.—N. C. *Daily News*.

MICHAEL MOLLOY, chief engineer, hailing from an American warship, was to-day charged with assaulting Frank May, the chief cook of the U.S.S. *Olympia*. Defendant was lying on the sidewalk in Pedder Street this morning and complained when passing moved his legs. Defendant then rose and struck defendant, an old man, knocking him down. Defendant said he "must have been pretty full of liquor" and that he knew nothing about it. A fine of \$15 was imposed, in default six weeks. The same defendant was fined \$10 or one month for assaulting the Indian P.C. who arrested him.

## ROYAL ENGINEER QUADRILLE CLUB.

One of the periodical "outings" in connection with the above club took place last Saturday. Heretofore, these "outings" have taken the form of water-excursions to some place of interest not distant from Hongkong, but several of the more enterprising and imaginative members of the club opted that a moon-light trip to Mount Tai Lodge. (Just the other side of Victoria Park) would be a pleasant change, and something of a novelty. Accordingly a very merry party had gathered there at about 8 in the evening. The place selected was just the thing for a picnic of this nature having a lawn admirably adapted for dancing, etc. This was enclosed by a chain of Japanese lanterns. A portion of the band of the King's Own Regiment occupied one side and a magnificent buffet with easy chairs, etc., brilliantly lighted, the other. The whole presented a most pretty and picturesque appearance. The first item on the programme was a dance; this was followed by a game of "Two and Three," which, in its turn, was followed by a song, then another dance, and so on, until the hour drew near for making a move to the lower regions, (it is hoped it is understood by "lower regions" that part of Hongkong some 1400 feet below the place occupied that moon-light trip to Mount Tai Lodge). One and all seemed heartily to depart from the scene of what had been, probably one of the most enjoyable evenings spent by them in the Far East. The Committee, Messrs. Wilkinson, Walling, Cameron and Bentley, deserve every praise for the admirable manner in which all arrangements were carried out.—(Communicated.)

## NAVAL NEWS.

The German cruiser *Katerin Augusta* arrived here from Manila to-day.

U. S. S. *Olympia* and *Raleigh* returned to Manila on Saturday afternoon.

H.M.S. *Powerful* leaves for Manila on Wednesday to relieve the *Immortalite*.

U. S. S. *Boston* arrived from Manila yesterday and went into Kowloon Dock to-day.

The new Chinese cruiser *Haihsen* (last of the three boats built in Germany for the Chinese Government) arrived here to-day from Colombo. She carries the German ensign and has a German crew.

## THE GYMKHANA.

There was an unusually large attendance at the Gymkhana on the Rice Course at Happy Valley on Saturday afternoon. Civilian and soldiers and sailors poured down to the ground in carriages, rickshas and chairs and the "Paya East and Queen's Road" were a regular "race day" scene of activity. Just about five minutes a light drizzling rain set in, but fortunately Jupiter Pluvius was in a relenting mood, and he eased up in a few minutes. There was only a dull light on the course which was beautifully green and the turf was in admirable condition. The foliage on the surrounding hills too the varying tints of green standing out most well defined and tempting to the dabbler in landscape art. Then, as on other occasions, the military and naval uniforms gave a zest to the scene along the rails and on the lawn, and the Indian troops with their gorgeous headresses and white robes helped to form a picture, that with the Chinese quilt costumes, is one not soon to be forgotten.

The programme, so far as it went, was not bad. There's no use in "darning with faint praise," but there was room for some better generalship somewhere. The order of events on the bill of fare was not adhered to, and that fact was a serious drawback to the length of tediousness and monotony. All over the ground complaints were heard from people who paid their money to see some good sport and they expressed themselves emphatically as being wearied with this long-drawn-out and stupid contest. A couple of good sprits over the flat would have been infinitely preferable.

One amusing equestrian event was the Ladies' nomination contest. Instead of drawing a pig this time the fair ones had to throw a polo ball to her *caballero* as he rode past at top speed, and he, catching same, had to drop it in a wooden bucket a short distance further along. It is really ungallant to say it, but some of the ladies proved awfully duffing shots. The catches by the riders were few and far between most of the balls falling short and one rider was nearly unseated as his pony reared a rap on the head with a ball. One young lieutenant of the K.O.R. cut a fine figure and his worthy pater has every season to be proud of his soldier son, who although he belongs to the "inf," can ride like a cavalryman.

The *place de resistance* was the tug of war and our police team came out with flying colours. They were all brawny fellows and a credit to any force but there was one man who should have been on the rope and that was his whom his comrades term "Big McVie." He has taken part in many such contests in Scotland and would have been a splendid "anchor man." However, the "bobbies" put up a splendid team and the R. A. boys, whom they met first were hauled over the line in a few seconds, thanks to the capital coaching of Dr. Lawson. The worthy medico gave one the idea that he would like to peel off and take a grip himself. R. E. teams and blue-jackets and stokers and marines from the *Powerful*, *Barfleur* and *Tamar* also took part and the well-known tug with the encouraging shouts of friends and backers (there was some little betting on the affair). The keenest interest was evinced in the final when Capt. May's burly Scotches pulled in the final against the *Powerful's* blue-jackets. It was Scotland's day out and in short time the Jacks were hauled over and the "Mac's" were heartily cheered as they left the ground.

The shades of night were now falling fast and it was announced that the three remaining events would take place next Saturday and that others would be added.

From a newspaper man's point of view there is a drawback in the fact that the arrangements for securing information are so wretched. The programme is made out in blank form and there is taken up no end of time verifying here and there to find out who's who and he told by officials "I'm awfully sorry, but I'm sure I don't know." This is a matter that has been commented upon in these columns before but there is no improvement yet. If the club wants to let the public have results, and the public look for them beyond doubt, it would not be a difficult matter to so work things that the press men could get names results, etc., without delay. The officials were all extremely courteous and obliging but they had their various duties to attend to and they were busily engaged all the time.

The following are the results that came in too late for Saturday's paper:—

## TUG OF WAR.

HEAT 1.

Police beat R. A. South.

*Powerful* stokers beat *Barfleur* Marines.

R. E. beat *Tamar* Marines.

*Barfleur* blue-jackets beat B. Company King's Own.

*Powerful* blue-jackets beat R. A. East.

HEAT 2.

*Powerful* blue-jackets beat *Powerful* stokers.

Police beat *Barfleur* blue-jackets.

HEAT 3.

*Powerful* blue-jackets beat R. E.

Police a bye.

## FINAL.

Police beat *Powerful* blue-jackets in three pulls. The first was well contested but the second pull the Police won easily.

The Police team consisted of Inspector Robertson, Sergt. Clarke, P. C. McHardy, Read, Gerard, Lumont, Quinn, and Gordon.

## TUG OF WAR ON HORSESHOE.

Five teams entered. The first prize was won by the naval team (midshipmen) and the second by Captain Burnie's R.A. team. The former was composed of Messrs. Oliphant, Stancomb, Allison, and Hornby, and the latter of Captain Burnie, Messrs. Williamson, Torming, and Hudson.

## LADIES' NOMINATION; ball and bucket race.

Mr. Hornby, R. N., nominated by Mrs. Vallings.

Mr. P. A. Cox, nominated by Mrs. Drury.

Mr. Drury, nominated by Mrs. Huttonshaw, tied with Mr. Cox in the first instance.

## MANILA NOTES.

(From Our Resident Correspondent.)

Manila, August 30th.

This afternoon the last and eldest performance and the remains of our late Consul interred in the Cemetery of San Pedro Macate.

The cortege was advertised to leave the Consular residence at St. Ana at 4 p.m. and a little before that time great numbers of vehicles could be seen going in that direction, and one could see these were to be a big attendance. The Chinese especially turned out in great numbers and took a number of wreaths with them. Admiral Dewey was at the funeral and I have no doubt Captain Chichester would have put in an appearance also if the *Immortalite* had been at the anchorage but she had been out for two or three days before for gun practice. An American army chaplain read the burial service (1st part) standing in the gateway of the little cemetery while we all stood bareheaded inside. The ceremony was very impressive and as the coffin had been lowered into the grave we all went away leaving the remains



## THE PUBLIC WORKS REPORT.

The report of the Hon. R. D. Omsby, Director of Public Works dealing with the work executed by his department during the six months ending June 30th is published in the *Gazette* and gives a full account of the progress of all works during that time.

Referring to the maintenance of roads Mr. Omsby says:—

Queen's Road Central, from Ice House Street to the Supreme Court, has been macadamised with 3 inches of the hard blue crystalline stone (gravel) of which there is an abundance in the colony. The general use of this stone would result in harder, smoother and better roads, not liable to become a mass of greasy mud in wet weather; but owing to its extreme hardness, contractors demand double rates for breaking it, so for the present it has only been used in exceptionally bad places where it is essential to use this stone, by obdurate stone-crushing machines, are under consideration. The introduction of a steam road roller will result in street repairs being much more rapidly and efficiently done.

THE KOWLOON CITY ROAD.

With reference to this road Mr. Omsby supplies the following information:—

The new road from Hang Hong to Hok Ua is nearing completion. It bounds the land recently acquired for the establishment of cement works, and opens up a number of excellent building sites for which, no doubt, there will be a demand in the early future. This road should be extended to Kowloon City and Yau Tei.

STREET LIGHTING.

This work, according to the report has been satisfactorily done by the Gas and Electric Companies. There are now 666 street gas lamps in the city, 6 lamps on Government wharves, and three high power lamps besides 15 street lamps in the Military grounds. In Kowloon there are 164 street lamps and one wharf lamp. Incandescent burners have been fitted to 397 lamps in the city.

THE CEMETERY.

The cemetery has been kept in good order. The available space is now becoming very limited, and extension of the ground will soon become necessary.

CURB ROADS.

An interesting table shows the mileage of the different roads of the Colony outside Victoria to be as follows:—Carriage roads 25 1/2 miles, Roads in Victoria too steep for wheel traffic 14 miles, Roads outside Victoria too steep for wheel traffic 14 miles, Roads outside Victoria too steep for wheel traffic 14 miles, Roads outside Victoria too steep for wheel traffic 14 miles.

PATH BETWEEN WANCHAI AND WONGNEICHONG CREEKS.

A track was made between these gaps, touching Middle Gap on the way, and a two-foot wide path has been cut along it for the use of pedestrians. It is now available to the public and will be opened in a few days.

The Mount Kellett Road has been much improved by filling up a deep depression between the Gap between "Wingelen" and Des Voeux Villages. The cost of this work was borne by Mr. Ede, who thereby provided a large quantity of earth from the front of his house.

THE SURVEY FOR THIS ROAD WAS FULLY COMPLETED IN JUNE. It is a very important work, and the surveyors have been very successful in their work.

The survey for this road was fully completed in June. It is a very important work, and the surveyors have been very successful in their work.

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superstructure of the base on the new and approved design. It involves the removal of 74,000 cubic feet of concrete blocks and 17,000 cubic feet of rubble masonry, and replacing another portion 16,000 cubic feet of blocks and 20,000 cubic feet of masonry. Up to 30th June, 11,000 cubic feet of blocks had been removed. The earth work on this section was well advanced during the half-year, practically reaching a stage for public use the whole area from Ice House Street to Pottinger Street and out to the line of new harbour front.

The divers and diving plant have been chiefly employed on this work during the half-year. The Pontoon Crane and Black Barges and the Steam Tug *Praya* were thoroughly overhauled and put in good order early in the year. The dredger is badly in need of repairs, but has been so much and so constantly in use that it has been found impossible to send her to Dock.

## CANTON NOTES.

(From our own Correspondent.)

CANTON, Sept. 3d.

As your readers are aware, the revised version of the Inland Waters Navigation Rules were put into operation recently, the Commissioner of Customs issuing certificates to steamers, irrespective of dimensions or flag, to carry cargo and passengers on all or any of the inland waters of the Two Kwangs. As regards the steamer running from Canton to points in the lower part of the Canton Delta, the North River and West River there has as far as I can gather, been no trouble; but when an attempt was made to run launches between Canton and the densely populated city of Fatsien a serious difficulty arose. For many years communication between Canton and Fatsien has been kept up by a large fleet of stern-wheel passenger boats and what are known as slipper boats. The passenger boats are large light-draft junk propelled by a revolving paddle at the stern, the motive power being supplied by coolies who work the paddles in much the same way as convicts keep in motion prison treadmills. It can therefore be well understood that the superposition of the "passage" boats by swift launches would throw out of work a very large number of coolies as well as hundreds of people employed ashore by the well-to-do owners of these useful craft. In addition to this the hundreds of men and women who earn an honest livelihood by running their "slipper" boats (so called on account of their shape) between Canton and Fatsien were in the midst of the "five-ship" a measure to their existence and they therefore determined to aid the passage boat people in any efforts that might be deemed necessary for the protection of their interests. Following on this decision a strike was organized. All passage and slipper boats ceased to ply between the two cities and launches arriving at Fatsien were stopped and thereby compelled to land their passengers a long way above the city, causing so much inconvenience to all parties that the launch owners had to stop running. An appeal was, in the meantime, made to the Commissioner of Customs to refrain from issuing clearances to launches bound for Fatsien and it is said that, as the situation presented several grave aspects and the strike was causing great loss and inconvenience to the hundreds of tradespeople and merchants, the Commissioner consented to stop the issue of clearances to launches pending a reference to Peking and the receipt of instructions from Sir Robert Hart. As soon as the launches stopped running the strike was at an end and the boats are now running as regularly as usual. This "sole custom" has once more triumphed and the strike of the coolies and the native opposition has been effectively driven into the new Rules which Sir Claude MacDonald and Sir Robert Hart have so carefully drawn up. It is to be hoped that the Foreign Ministers in Peking will insist that there shall be no infringement of the Rules and that the Commissioners of Customs at the Treaty Ports will receive very clear instructions to refrain from assuming powers in the premises with which they are not and never will be invested. It is the hope of the Chinese Government and the whole Chinese nation as well as foreigners that the British Government is striving to insist on the inland waters being thrown open to the navigation and trade of all nations; and it is the native officials, and more particularly the Leikoo-comorants, who are to blame for difficulties that arise. They should have warned the people long ago that steamers would be allowed to run on all the inland waters and should have advised the people—the owners of passage boats in particular—"to clear" together and either build light-draft steamers or seek out the boats of the Chinese and buy them. The Rules came into force. They have done nothing of the kind and now plead inability to cope with the strikers. If the boat people of Nan-shing-ka in Canton when launches hailing from Weichow put in an appearance at that busy port are the launches to be deterred by the Customs authorities from running there; and is this sort of thing to be tolerated at all the ports on the vast inland waters of the Two Kwangs at which opposition is manifested by an ignorant populace of Chinese on up to revolt by the emissaries of foreign nations? If these hostilities are made at one point they will undoubtedly be demanded at others and months and even years may pass away before proper advantage can be taken of the provisions of the new Rules. If the Chinese Government and Chinese owners of Customs are incapable of protecting the rights of those who take out permits to run steamers on all or any of the inland waters of the Two Kwangs then it will be necessary for the foreign Powers, or any one of them, to adopt drastic measures to insure to their nationals the full measure of benefit which is intended the new Rules should provide for them. If the Chinese are too obtuse to take a proper and reasonable view of matters they must put up with the consequences of their perversity. Too much deference has been shown to Chinese idiosyncrasies in the past. Things are moving rapidly now-a-days and there is no time to waste in useless discussion of the peculiar views of junk-owners, coolies, and bare-brained officials who cannot comprehend the necessity for reforms, for endeavouring to keep pace with the times. The majority of Chinese should not be made to suffer because of the ignorance and folly of a short-sighted minority.

Shortly after closing my report yesterday on the rebellion in the Two Kwangs I learned that particulars of an Imperial Decree were wired here on the 30th ultimo. In it the Emperor censured the high officials of the Two Kwangs for their failure to suppress the rebellion, says he regards the non-success of the Chinese in the subjugation of the insurgents and brilliant victories as a stain of dishonour and regards Wang, the Governor of Kwangsi, as especially in fault. He therefore causes Wang to lose his button and commands him to put forth strenuous efforts to stop the disorders, which are causing much anxiety and disturbance of trade. The Viceroy of the Two Kwangs is also severely censured, and the latter is of course going for all his subordinate officers. In fact, a great many of the officials are being harassed by the authorities in every direction and are getting more troublesome every day. It looks as though the Central Government will have to dispatch a few thousand of the northern troops to quell the insurrection and at the same time relieve the Black Flag Chief of the grave responsibility of holding Canton. He is absolutely useless.

## HEAVY STORM IN NORTH FORMOSA.

GREAT LOSS OF LIFE.

DURQUE "COMET" FOUND SUNK.

The S. S. *Hallong* (Capt. A. J. Robson) from Swatow, Amoy, and Tamsui, which arrived here on Saturday evening reports:—

SUNDAY, August 28th.

"Hard Gale, Wind S. W. to N. W. Eight Chinese junks when trying to enter Tamsui Harbour were lost on the Bar and over a hundred lives were lost; 6 were saved.

On the night of the 30th the Japanese steamer *Shin Maru* dragged her anchors and was driven down the harbour towards the bar. She was on shore near the light house preventing her sinking having apparently damaged herself forward. The forehold appears to be full of water. Several junks were driven out to sea and supposed to be lost.

September 1st.—On leaving Tamsui for Amoy we saw a great number of large dismantled junks on shore all along the N. W. Coast; for 30 miles we were passing through large quantities of floating wreckage; passed a ship's boat bottom on painted white. Cable rods &c. When off "Pak Sa" Point we rescued 14 Chinese seamen who were floating on the top part of a ship's deck-house. They stated they were part of the crew of the American barque *Comet* which after being partly dismantled was driven on shore on the 30th. They stated that the Captain and wife, male and 4 of the crew had been drowned when they drifted from the wreck. The Captain and wife were washed over them. Shortly after the wreck disappeared.

The *Comet* left Amoy on the 26th bound for Newchwang with a cargo of sugar. One of the Captain's daughters is at present staying in Amoy with some friends.

## THE "HOHAI" RACE.

The C. M. S. N. *Formosa* (Capt. Crawford) from Shanghai reports:—

"Experienced strong N. E. winds and variable weather first three days, anchoring for shelter on the night of the 28th, 29th and 30th, heavy swell from eastward.

While passing Tung Yung Island on 31st slight steamer flying signals, close to north side of the island, rolling in the trough of a heavy cross sea. Steamer proved to be the S. S. *Hohai* (late *Sin Fook*) from Newchwang for Amoy. Her funnel was gone and she was totally disabled. Wished to be taken to Foochow. As darkness was coming on and such a heavy sea running at the time decided to stand by till daylight. Next morning she was much coasted and in dangerous position. Took her in tow at 8 a.m. anchoring her at Matsien 6 p.m. same day, turned her over to Cos S. S. *Hohai* to tow to Foochow and we proceeded.—Light S. W. winds and fine clear weather with occasional showers and smooth sea to port.

The signals flying on the *Hohai* were "J. V. H."—Want Food. *Hohai* was lying with both cables out but one anchor apparently gone. While towing her to Matsien we could distinctly see the European Officers working like mules to get up shore anchor and cable, Chinese crew doing little or nothing. There was 25 fathoms of water where she was anchored. All hands on board were apparently worn out. Furnished them with what we had to spare."

## NOTES FROM JAPANESE PAPERS.

A scheme for the reorganization of the present educational system has been drawn up by a special committee of the Educational Department and will be submitted for the approval of the High Educational Assembly at its next meeting. Some portions of the scheme will, it is expected, be put into operation this month. The new scheme involves an increased expenditure of ¥24,300,000.

Meguro Tokudomi, Minister of the Imperial Household Agency, will visit to Count Okuma, the Premier, at his official residence and had a long conference with him.

It is reported that the Sanyo Railway Company and the Steamship Company have amalgamated with the Kyushu Railway Company. As a result of the union, freight and passenger rates will be reduced and the service accelerated.

At Sapporo, Hokkaido, on the 13th ultimo, Ebisaki Juro and three other men threw some stones and fired into a Christian church while an American missionary was preaching. They were arrested on the 5th ulto, and sentenced to three days imprisonment.

The scheme for the State purchase of private railways is again being discussed, and this time it would appear as if definite results are expected. The idea is for the Government to purchase all the railways in Japan and then to hypothecate part of their earnings as security for a foreign loan of 200,000,000 yen.

The Mitsui Bank has decided to send three members of its staff abroad to investigate the business methods and management of foreign banks.

The Government is said to have ordered the Nippon Ginke to purchase 30,000,000 yen of Loan Bonds on the Tokyo and Osaka markets. The bonds now stand at 96 and display a tendency to fall further.

Some members of the Constitutional party, including Ministers of State, Vice Ministers, and high officials, met on the 17th ulto, and held a social meeting in the Kamerino—Chigai Shogyo.

On the 17th ulto, at Kaya-cho, Tokyo, a tram car ran over a woman named Toyama Ko (50) and seriously injured her left shoulder and hand. The driver of the car was arrested, but immediately released having promised to pay compensation to the woman.

Some distressing fatalities are reported in Tokyo papers. On the 17th ulto, at 7 p.m., a Shinjuku train ran over a young girl, about 16 or 17 years of age, at Tamauchi Station, Toyotama go. Kobori Tokunobu (21) an employee of an estate water maintenance, in Kiyoda, was drowned the same day while bathing in a canal.

A woman named Kawasaki Misa (39), living at Miyamoto-cho, Shiba, hanged herself with a small rope. She is said to have been temporarily insane. The dead body of a woman named Chika (41) living at Meguro, was found on the 16th in the Meguro River. It is reported that she had been insane for some months.

Yonihara Saburo, a Colonel Nakamura who has been ordered to bring home the new warship *Asama* from Glasgow, will leave with his men on the 20th ulto, by the steamer *Tosa Maru*.

A construction Bureau, which will undertake the superintendence of the building of a new palace for the Crown Prince, was organized on the 17th ulto, in the Imperial Household Department. It is said that the Hama-no-goten, Akasaka, will be pulled down and a new palace constructed there.

The *Yakuma*, *Harukata*, *Chiyon*, *Han-shin* and *Swan* left Hakata on the 18th for Edo. On the 17th ulto, the *Yamato* left Sasebo and arrived at Kure; the *Benjo* left Futatabi and arrived at Kure; and the *Taipei* arrived at Otsu the same day. The *Atago* left Hanow on the 18th ulto, for Shanghai—*Ataka*, *Shinshu*.

## NOT AND A.

## CALENDAR.

## SEPTEMBER.

Meteorological means based on ten years' observations to 1893.

Barometer ..... 29.818  
Thermometer ..... 80.1  
Humidity ..... 77  
Rainfall ..... 8.55

## TO-DAY.

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The survey for this road was fully completed in June. It is a very important work, and the surveyors have been very successful in their work.

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## Estimations.

## HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of Business contributed during the Half Year ended 30th June, 1898, on or before the 15th September, on which date the Accounts will be CLOSED. By Order of the Board of Directors.

THS. I. ROSE, Secretary.

Hongkong, 25th August, 1898.

## WANTED.

To rent a FURNISHED ROOM, for single gentleman. Terms moderate from 1st September. Apply by letter to.

M.S. c/o Hongkong Telegraph Office. Hongkong, 31st August, 1898.

## WORTH A GUINEA A BOX.

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:— THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS FOR HONGKONG and the EMPIRE OF CHINA:— WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road Central, HONGKONG.

SWEETS! SWEETS! SWEETS! JUST LANDED.

CADBURYS' CHOCOLATE SWEETS: CHOCOLATE ALMONDS, CREAMS, VANILLA, To be had loose by lbs.

Collard and Bowers' celebrated Almond Rock, Butter Scotch, Rahat Lakhani, Assorted Toffees, &c.

H. RUTTONJEE, 13 & 15, D'Aguiar Street, Hongkong, and 21 & 23, Elgin Road, Kowloon.

Telephone No. 190. Hongkong, 30th August, 1898.

WE are informed by the agents (Messrs. Austrian Lloyd's S. N. Co.) steamer *Gilda* left Kobe via Moji for this port this morning the 5th inst.

WE are informed by the Agent of the Messageries Maritimes Co. that the steamer *Natal* with the next French mail, left Singapore for this port at 5 a.m. yesterday, the 4th inst. via Saigon.

THE Canadian Pacific Railway Co.'s steamer *Empress of India* arrived at Nagasaki at 7 a.m. today, the 5th, and left again at 5 p.m. for Kobe, where she is due to arrive at 9 p.m. tomorrow, the 6th inst.

WE are informed by the agents (Messrs. Shewan, Tomes & Co.) that the "Shire" line steamer *Manowai* left from Middlesbrough and London, left Singapore for this port on the 3rd, and is due here on or about the 10th inst.

THE Canadian Pacific Railway Co.'s steamer *Empress of Japan* arrived at Yokohama at 4.30 p.m. yesterday, the 4th, and leaves at noon today, the 5th, for Kobe, where she is expected to arrive at 11 a.m. tomorrow, the 6th inst.

HONGKONG AND WHAMPOA DOCK RETURNS. *Island* Pans. .... at Kowloon Dock *Ninghow* ..... " " *Martha* ..... " " *Emeralda* ..... " " *Boston* (U.S.S.) ..... " *Celtic* Bard ..... " Cosmopolitan "

Arrivals. From Agents. Aug. 31st *Kowloon* ..... Amoy, J. M. & Co. 31st *Wingang* ..... Shanghai, J. M. & Co. Sep. 1st *Loch* ..... Hongkong, B. & S. 2nd *Wuhu* ..... Cheloo, B. & S. 2nd *Musko* ..... Cheloo, C.M.S.N. Co. 2nd *Pakshan* ..... Amoy, B. & Co. 2nd *Takshang* ..... Hongkong, J. M. & Co. 2nd *Formosa* ..... Hongkong, J. M. & Co. 2nd *Hallan* ..... Hongkong, J. M. & Co. 2nd *Nanyang* ..... W'kong, L.Y.S. & Co.

Departures. For Agents. Aug. 31st *Wongang* ..... Hongkong, J. M. & Co. Sep. 1st *Kowloon* ..... Hongkong, J. M. & Co. 2nd *Loch* ..... Hongkong, B



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	TO-MORROW, 6th Sept., at Noon.
YAMAGUCHI MARU	SEATTLE (VIA), via KOBE, YOKOHAMA and VICTORIA, B.C.	THURSDAY, 8th September, at 4 P.M.
HITACHI MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	THURSDAY, 15th Sept., at 4 P.M.
KANAGAWA MARU	KOBE and YOKOHAMA	WEDNESDAY, 21st Sept., at 4 P.M.
YAMASHIRO MARU	NAGASAKI, KOBE and YOKOHAMA	MONDAY, 26th Sept., at 4 P.M.
SENDAI MARU	VLADIVOSTOK, via SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN and GENSAN	FRIDAY, 30th September, at Noon.
TOKIO MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 30th September, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 5th September, 1898.

## BUILD UP THE BODY.

Influences are constantly at work to undermine health. When you lose flesh, take cold easily, become pale and weak, you need building up, so there will be no danger of taking disease.

## Scott's Emulsion

Contains all the essential elements that give strength and vitality to the system. It increases the appetite for other food, enriches and warms the blood, assists in making healthy flesh, relieves inflammation of Throat and Lungs, and overcomes all emaciated, weak conditions. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

## TO THE DEAF!

A RICH LADY cured of her deafness and noises in the Head by Dr. NICHOLSON'S Artificial Ear Drums sent £1000 to his Institute so that Deaf Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to—G. G. BRIGHT, Secretary, 54, Bow Lane London, E.C.

## SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC OF PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

## EXQUISITE TASTE.

Sole Agents for Hongkong:—A. S. WATSON & Co., Hongkong, 1st September, 1898.

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

**JEYES FLUID**  
THE BEST DISINFECTANT  
AVOID ALL RISK OF OUTBREAK BY ITS USE.  
W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 5th March, 1897.

## MEE CHEUNG, PHOTOGRAPHER.

Top Floor of Lee House, in Le-Hung Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as he does, ALL PHOTOGRAPHIC ART, PRACTICE in the Colony or in any part of the Far East. GROUPS AND VIEWS a specialty.

**CHS. J. GAUFF & CO.,**  
CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.  
CHARTS AND BOOKS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Veitlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES Nos. 54 & 56, Queen's Road Central.

## Shipping.

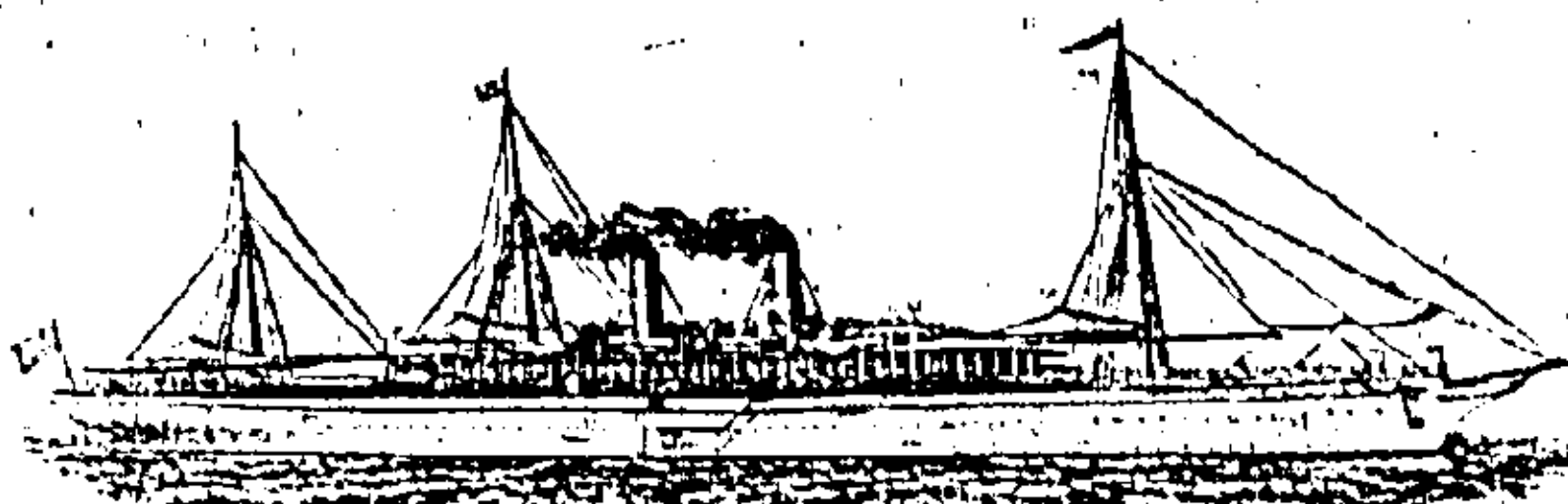
## STEAMERS.

MOGUL-WARRACK-MILBURN LINE.  
FOR NEW YORK, via SUEZ CANAL.  
THE Steamship

"MACDUFF" will be despatched as above on or about the 25th instant.  
S.S. "GAZEE" about 15th Oct., 1898.  
S.S. "LENNOX" " " 30th Oct., 1898.  
S.S. "ENERGIA" " " 15th Nov., 1898.  
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.  
Hongkong, 2nd September, 1898.

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



**SAFETY. SPEED. PUNCTUALITY.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 28th Sept., 1898.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 26th Oct., 1898.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 23rd Nov., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Piddar's Street.

Hongkong, 31st August, 1898.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship

"HAIOLOONG,"  
Captain Hodgkins, will be despatched for the above Ports, TO-MORROW, the 6th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 5th September, 1898.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, via SUEZ CANAL.  
(Taking through Cargo for WESTERN AUSTRALIA & PORTS.)

THE Company's Steamship

"PATROCLUS,"  
Captain Dickens, will be despatched as above TO-MORROW, the 6th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th August, 1898.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).  
THE Company's Steamship

"TAI LEE,"  
Captain Kock, will be despatched for the above Port on WEDNESDAY, the 7th instant, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & Co., General Managers.

Hongkong, 2nd September, 1898.

FOR NEW YORK, via SUEZ CANAL.  
THE Steamship

"LIV,"  
will be despatched as above on or about the 8th September, 1898.

For Freight, &c., apply to SHEWAN TOMES & Co., Agents.

Hongkong, 22nd August, 1898.

FOR MANILA VIA AMOY.  
THE Steamship

"OSLO,"  
Captain Petersen, will be despatched for the above ports on or about SATURDAY, the 10th instant.

For Freight or Passage, apply to M. A. DE SOUZA & Co., 20, Stanley Street.

Hongkong, 2nd September, 1898.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at THOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship

"AIRLIE,"  
Captain Kock, will be despatched for the above Ports on MONDAY, the 12th September, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon is carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 24th August, 1898.

SAILING VESSEL.

FOR NEW YORK.  
THE "A. A. Norwegian Bank"

"PRINCE ARTHUR,"  
Captain Olsen, having arrived will load here for the above Port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, 12th July, 1898.

## Shipping.

NORTH GERMAN LLOYD.  
(Freight Service.)



HAMBURG AMERICA LINE.  
(East Asiatic Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, Oporto, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*JARNIA	HAVRE AND HAMBURG	9th Sept.	Freight and Passage.
SUEVIA	HAVRE AND HAMBURG	About 15th September.	Freight.
*SILESIA	HAVRE AND HAMBURG	About 25th September.	Freight and Passage.
Bekersia	HAVRE AND HAMBURG	About 10th October.	Freight.
ALESIA	LONDON, HAMBURG & ANTWERP	About 15th October.	Freight.

\* This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,  
Agents,  
[98]

Hongkong, 5th September, 1898.

## Mails.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

## PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Tacoma... 2,549 | A. Dixon... 1st Sept. 17.

Victoria... 3,167 | J. Truebridge... 1st Sept. 27.

Olympia... 2,608 | T. H. Dobson... 1st Oct. 22.

Columbia... 2,505 | A. Gow... 1st Nov. 1.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

\*Mogul... 3,654 | C. H. Butler... 1st Sept. 10.

Brasmar... 3,601 | E. Foster... 1st Nov. 5.

\* Calling at AMOY.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 30th August, 1898.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Preussen... Wednesday | 14th Sept.

Darmstadt... Wednesday | 12th Oct.

Sachsen... Wednesday | 9th Nov.

Bayern... Wednesday | 7th Dec.

Prinz Heinrich... Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 14th day of Sept., 1898, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Heintze, with

MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 12th September. Cargo and Specie will be received on board until 2 P.M. on TUESDAY, the 13th Sept., and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 13th Sept. Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 27th August, 1898.

## Mails.

## U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Atsuta (via Nagasaki) Saturday, 10th Sept., at Noon.

Kobe and Yokohama (For Cargo only).

THE U.S. Mail Steamship

"AZTEC,"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA on SATURDAY, the 10th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; values of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 23rd August, 1898.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"SUTLEY,"

Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this Port BOMBAY, on SATURDAY, the 17th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 3rd September, 1898.

Printed and Published by ETHELBERG FORBES SKIRTINGLY, at No. 6, Pedder's Hill, in the City of Victoria, Hongkong.

## RIGAUD'S White Violet EXTRACT

This fugative and delicate perfume is persistent as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined French Society.

RIGAUD & Co. 10,000 White Violets equal each bottle of Rigaud's Extract PARIS